



Aviation Investigation Final Report

Location:	FT. RILEY, Kansas	Accident Number:	CHI93FA036
Date & Time:	October 30, 1992, 23:00 Local	Registration:	N3563Z
Aircraft:	PIPER PA-28RT-201T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HELD AN EXPIRED STUDENT PILOT CERTIFICATE. HE TOOK OFF AT NIGHT WITH LOCAL WEATHER REPORTS OF 200 FOOT CEILINGS, 3/4 MILES VISIBILITY IN FOG. THE AIRPLANE IMPACTED HILLY TERRAIN 11 MILES NORTH OF THE DEPARTURE AIRPORT ON ARMY BASE PROPERTY. A POSTIMPACT FIRE ENSUED. POSTACCIDENT INVESTIGATION REVEALED NO EVIDENCE OF PREIMPACT MECHANICAL MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE NON-CURRENT STUDENT PILOT'S FAILURE TO MAINTAIN ADEQUATE CLEARANCE FROM TERRAIN WHILE OPERATING AT NIGHT, IN INSTRUMENT METEOROLOGICAL CONDITIONS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:		Age:	20, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Unknown Expired	Last FAA Medical Exam:	February 5, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	50 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3563Z
Model/Series:	PA-28RT-201T PA-28RT-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-8031035
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 3, 1991 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	89 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1848 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-FB1
Registered Owner:	WALKER STONE CO., INC.	Rated Power:	200 Horsepower
Operator:	WALKER STONE CO., INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	KFRI,975 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	22:55 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / 7°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	JUNCTION CITY , KS (3JC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	22:50 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	1 Fatal	Latitude, Longitude:	39.090778,-96.789512(est)

Administrative Information

Investigator In Charge (IIC):	Reeves, Jodi
Additional Participating Persons:	VERLE ENGLE; WICHITA , KS
Original Publish Date:	August 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15578

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).